

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Fashions - -
- of To-day.

EVERYTHING FOR LADIES' WEAR.

COOLEST SHOW-ROOMS IN THE EAST.

COMPLETE OUTFITS FOR CHILDREN'S WEAR.

WM. POWELL, LTD., HONGKONG.

Hongkong, 31st August, 1907.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER
Hongkong, 4th December, 1906. [37]

For Sale.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [74]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 22nd June, 1907. [64]

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1907. [53]

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO at No. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1904. [50]

Dr. M. H. CHAUN,
THE LATEST METHOD of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905. [61]

Consignees.

S.S. "AUSTRALIEN."
COMPAGNIE DES MESSEGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Midex* and *Cordana*, from Havre ex s.s. *Cordana*, and from Bordeaux ex s.s. *Ville de Lille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded, on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 9th September, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 9th September, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 9th September, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 2nd September, 1907. [10]

Consignees.

THE NORTH CHINA LINE.
NOTICE TO CONSIGNEES.
STEAMSHIP "WYNERIC,"
FROM SEATTLE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED, Agents.
Hongkong, 30th August, 1907. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SOCOTRA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 1st Sept., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 29th August, 1907. [2]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"RHENANIA,"
Captain von Hoff, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 29th August, 1907. [787]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, 2nd September, 1907. [796]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MANILA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 2nd September, 1907. [3]

AN HOTEL ON THE CLYDE.
THE MAIDEN TRIP OF THE LUSITANIA.
BY MRS. ALEC TWEEDIE.

Nine stories high!
Thick of it, a ship nine stories high. It seems perfectly incredible, and yet that is the size of the biggest and newest liner in the world.
She has a pair of beautifully decorated lifts in which people are taken up and down from floor to floor.
I have just been for the trial trip upon her, and she is amazing. Until comparatively lately the largest and almost the fastest vessel to cross the Atlantic was the White Star Company's Oceanic, of 18,000 tons. I have made three voyages in her. But the Lusitania, built for the Cunard Company, is nearly twice her size, for she is 33,000 tons, with the following dimensions:—
Length.....790 feet. | Depth.....60 feet.
Breadth.....88 feet. | Draught.....37 feet.
But even these figures do not give any notion of her size. Perhaps the best idea can be gained from the fact that over 3,000 persons can eat, sleep, and live upon her, and she can take all their food supply, coal, and baggage, besides a cargo, across the Atlantic comfortably.
Nothing gives the impression of size so well as a comparison, so it may be said that if the Lusitania stood on the Terrace of the House of Commons she would practically reach from end to end of that famous home of tea-parties, and her many decks would reach the height of the building itself. If this huge ship were suddenly set down at the junction of Trafalgar Square and Northumberland Avenue, she would fill the entire street between the Grand Hotel and the houses opposite, and almost reach the height of the hotel itself.
Again, the enormous dining-saloon, where five hundred people can be fed, reminds one of the Carlton or Savoy, with its small tables; but it has the advantage of being higher. The dome above—which is surrounded by a gallery for sitting out—is exactly the diameter of each of the four funnels, that is to say, twenty-five feet by fifteen.
A band played in this gallery during meals, and the whole scene looked more like a gay restaurant than a ship at sea. She is the most "unhippy" ship I ever saw, and by far the most comfortable.
This new Cunard contains two Royal suites. Somehow there seems a little incongruity in building two Royal suites on a ship plying to the United States, where regal folk are unknown, and even Princes are uncommon visitors. Each suite is composed of a dining-room, drawing-room, single bedroom, double bedroom, and pantry, with private bath-room attached. They have not only a private door shutting the little suite off from the rest of the ship, but a second small door leading on to a secluded corner of the deck.
A DELIGHTFUL TRIP.
The trial trip from the Clyde round Ireland to the Mersey was, indeed, a delightful and interesting experience.
Gourock, where I had many pleasant recollections of yachting with Sir John and Lady Denison Pender, and also of christening the P. and O. Assaye at Messrs. Caird's ship-building yard.
Representative people of all kinds were on board the Lusitania. There were members of the Government, naval attaches from different countries, distinguished lawyers, admirals, engineers of eminence (naturally particularly interested in the new boat), with a sprinkling of politicians, literary people, and leading lights of various kinds.
Nothing could have been more jovial or interesting than the company. They had gone to sea to enjoy themselves, and right merrily they did it. In between any amount of good-natured chaff and clever stories brightly retailed, a certain amount of business was transacted, for naturally such a galaxy of expert talent seized upon the opportunity to exchange ideas on matters connected with business and invention.
I was particularly charmed with the saloon or drawing-room. It is built in such a way as to give the idea of bow windows of large dimensions. These recesses with sofas and chairs do away with the general "shippy" idea associated with a steamer. The furniture, tastefully arranged as in a drawing-room, replaced the ordinary stiff saloon regularity.
The greater part of the Lusitania was made at Sheffield! Most of the machinery hailed from there; and being too heavy to transport by ordinary railway, had to find its way to the Manchester Ship Canal by road, and thence by water to Glasgow. It seems rather extraordinary that a ship should be built at an inland town; but it is more extraordinary still that two links of a chain in the Lusitania's cable, put on end, equal the height and size of an ordinary man.
This mammoth among ships was designed and built by John Brown and Company. To them all honours. They have launched the largest and fastest boat afloat, the greatest ship in the world. She was built on the Clyde by British workmen, of British stuff, wherever possible, designed by Britons, and she will shortly carry the British flag to America in the service of the Cunard Company.
This monster ship is arranged to carry—
540 first-class passengers.
400 second-class passengers.
1,200 third-class passengers.
827 members of the crew.
so that the little party of guests invited to the trip appeared very small on that vast expanse of deck.
We went all round Ireland, and very beautiful the Irish coasts looked from the sea, first in the mist of morning, later in the clearness of day, when the rugged rocky headlands stood out against a deep blue sky, while the white, frothy spray broke at their base.
THE LARGEST VESSEL AFOAT.
What it was decided to build a ship of this magnitude it was found few yards were capable of the work. "John Brown" undertook it three

years ago, and their able chief, Mr. Charles McLaren, M.P., must indeed be proud of her success. At her preliminary trial she developed 65,000 horse-power, and accomplished 25½ knots an hour, both above contract requirements. Nearly 3,000 people have been continually at work upon her for about three years. She is by far the greatest and swiftest vessel afloat, and will probably never be beaten, or perhaps, ever equaled, except by her sister ship, the Mauretania, now building on the north-west coast.
It is interesting to note that the trial trip of the gigantic Lusitania, almost marked the hundredth anniversary of the maiden trip of the little Clermont between Savannah and Liverpool, the first steamboat that was a commercial success. Built by order of Robert Fulton, the American engineer, and fitted with an engine constructed in England by Boulton and Watt, the vessel completed a voyage of 142 miles in thirty-two hours.
Her dimensions were:—
333 feet long, 118 feet broad, 19 feet deep.
Glasgow and the Clyde were the first to succeed in building steamboats in European waters, for in 1812 Henry Bell, a native of Glasgow, launched the Comet, built under his orders, and containing an engine constructed by himself, thus forming the cradle of the largest Leviathans that course across the oceans of the globe to-day.
What a contrast this new and magnificent boat—of which both builder and owner may well be proud—presents to that little pioneer steamer built a century ago.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 5th September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
A very handsome DRAWING ROOM SUITE, BLACKWOOD CABINETS, DESKS, PICTURE FRAMES, &c., &c., BRASS BEDSTEPS, BRASS FENDERS, FIRE IRONS and FIRE DOGS, TEAKWOOD BUREAUX, CHEST-OF-DRAWERS, WARDROBES, SIDEBOARDS, &c., with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, &c. One very fine PIANO by Collard & Collard, CHENILLE CURTAINS, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 2nd September, 1907. [797]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
FRIDAY and SATURDAY,
the 6th and 7th September, 1907, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS.
Comprising:—
CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK EMBROIDERED SCREENS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 31st August, 1907. [792]

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by
PUBLIC AUCTION,
ON
THURSDAY,
the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,
The following:—
Single Screw Steam Tug
"SOLENT,"
Length over all 100 ft.
Breadth 17½ ft.
Load displacement 150 tons.
Built by Cox & Co., Falmouth, 1885.
Propelling Machinery—One set of surface condensing compound engines.
Fitted with steam capstan and winch, crane derrick and steam training engines.
3 bladed gun-metal propeller, &c., &c.
This vessel to be sold as she now lies in the Naval Yard Camber.
The Admiralty will not be responsible for any errors in the foregoing description.
The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).
Inspecting orders can be obtained from the Auctioneers.
TERMS:—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 23rd August, 1907. [773]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

1st Class of 37½ lbs. net \$4.50 per Cask ex Factory.
In Bags of 50 lbs. net \$3.70 per Bag ex Factory.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 2nd October, 1906. [10]

Intimations.

THE WORRIED WOMEN.
They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malaria fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs, and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a BOTTLE of
WAMPOL'S PREPARATION
a true and sure remedy for the ill-effects of women. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail of disappointing you. Why accept a substitute? Sold by all chemists.

WANTED.

A YOUNG MAN (British) of steady habits, as HARBOUR RUNNER and SHIP CHANDLER ASSISTANT.
Apply—
SHIP CHANDLER,
C/o Hongkong Telegraph.
Hongkong, 2nd September, 1907. [795]

MANCHESTER COTTON MANUFACTURES REQUIRE ENERGETIC REPRESENTATIVES. Please reply stating terms and particulars to
BOX 1,
C/o Office of this Paper.
Hongkong, 2nd September, 1907. [793]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP\$1,000,000.)
Undertakes and manages
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 22nd May, 1907. [633]

A. CHAZALON & CO.
6, Queen's Road Central,
WINE, SPIRIT and COAL MERCHANTS and GENERAL STOREKEEPERS.
Just Unpacked.
BARCLAY PERKINS'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GREENADINE, GROZELLE, &c.
VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS.
ALSO
Large Assortment of CANNED GOODS suitable for Pic-nic
Hongkong, 15th May, 1907. [49]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 9.30 a.m.	Every 10 minutes
9.30 a.m.	to 11.00 a.m.	Every 15 minutes
11.30 a.m.	to 12.45 p.m.	Every 15 minutes
12.45 p.m.	to 1.15 p.m.	Every 15 minutes
1.15 p.m.	to 1.45 p.m.	Every 15 minutes
1.45 p.m.	to 2.15 p.m.	Every 15 minutes
2.15 p.m.	to 3.00 p.m.	Every 15 minutes
3.00 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 8.00 p.m.	Every 15 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes
9.00 a.m.	to 9.30 a.m.	Every 30 minutes
9.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 a.m.	to 11.00 a.m.	Every 15 minutes
11.45 a.m.	to 12.00 p.m.	Every 15 minutes
12.00 Noon	to 1.00 p.m.	Every 15 minutes
1.00 p.m.	to 1.30 p.m.	Every 15 minutes
1.30 p.m.	to 2.00 p.m.	Every 15 minutes
2.00 p.m.	to 7.00 p.m.	Every 15 minutes

NIGHT CARS on Week Days.
SATURDAYS.
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 4th June, 1907. [10]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.AERATED
WATERS,
OF
ABSOLUTE PURITY
AND THE
HIGHEST DEGREE
OF
PERFECTION.OUR SODA WATER is the most whole-
some daily beverage that can be taken.OUR LEMONADE, ORANGE CHAM-
PAGNE, RASPBERRYADE, LEMON
SQUASH, &c., possess the true flavour of
the finest Fresh Fruits.We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which
has the pleasant characteristics of the
finest Lime Fruit.OUR DRY GINGER ALE is a beverage of
delightful flavour and aroma.OUR Sarsaparilla is not only a deli-
cious drink but a blood purifier as well.OUR STONE GINGER BEER since its
introduction, has been steadily growing in
popular favour.A. S. WATSON & CO.,
LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
&c., &c., &c.
HONGKONG, CHINA & MANILA.
Hongkong, 31st August, 1907.

BIRTH.

On August 14, 1907, at Shanghai, Chemulpo,
the wife of CARL WOLTER, of a daughter.

MARRIAGE.

On August 28, 1907, at Shanghai, Charles
Head, South Hackney, London N.E., to SARAH
ANNE, eldest daughter of the late John
Chatham, Esq., and Mrs. Chatham, of Shang-
hai.

DEATH.

On August 30, 1907, at Shanghai, ALBERT E.
PARDELL.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 3, 1907.

HONGKONG THE INTERNA-
TIONAL NAVAL STATION.

When the Admiralty decided to with-
draw the British squadron of battleships
from the China Station the large community
of dealers and compradores in Hongkong
who benefited by the periodical visits of the
ships and sailors were by no means back-
ward in expressing their dismay at an arrange-
ment which affected them financially. The
disinterested section of the Colony regretted
that British prestige and power, as embodied
in the magnificent examples of the naval
constructor's art which lay at anchorage
throughout the winter months in Hongkong,
should be weakened by the absence of the
principal fighting units of the Navy. It
was useless, however, to attempt to go be-
hind the decision of the Naval authorities,
especially in view of the sound and sub-
stantial reasons which were advanced in
support of the reduction in the strength of
the Far Eastern Fleet; and, no doubt, the
majority of people resigned themselves to the
situation. Nevertheless, it must be allowed
that, after the imposing and impressive
aspect of the fleet when in its palmy days
it assembled in the harbour of Hong-
kong, the appearance of the emasculated
squadron consisting of a few cruisers
and gunboats which condescended to visit
the port was not calculated to inspire the
British onlooker with those high ideas of
Britain's naval supremacy which the Navy
League so sedulously seeks to inculcate.
But if the declared intentions of the United
States and Japanese Governments are
actually carried into effect, it is probable
that the importance of Hongkong as a
naval station may return again, and the har-
bour assume its former aspect of a floating
arsenal. It has been known for some time
that the United States Government intended
to reinforce the Pacific Fleet by the addition
of several first-class battleships and cruisers,
which would protect the interests of the
Republic on what is believed will be the

greatest waterway in the world, certainly
one of the busiest when the Panama
Canal is opened. The idea was apparently to
strengthen the Pacific squadron this year,
but when the proposal became public prop-
erty there was, at the time, an unfortunate
misunderstanding between the States and
Japan regarding the rights of Japanese sub-
jects in the Western States. Alarmists im-
mediately saw in the projected plan a dis-
tinct and overt act of defiance to Japanese
pretensions, and the "yellow" Press of
America and Japan were not slow to for-
mulate programmes which would menace
the peace of the world and stultify the name
of the ocean which was to bear the pride of
America's first defence. Curiously enough
the "yellow" Press, properly so called, were
not the chief agents on this occasion, in en-
deavouring to inflame the minds of the peo-
ple against the action of San Francisco, in its
alleged ill-treatment of the Japanese im-
migrants and school children. It was that
section of the Press which is generally be-
lieved to recognise its responsibility as be-
tween the State and the public that stirred
up the animosities on both sides and threatened
to land two friendly nations in the throes of
war. The very violence of their passion,
however, had its effect in bringing the
hasty-minded to a realisation of the
gravity of the position, and now it would
seem that the difficulties are likely
to be amicably adjusted. That being so,
the original intention of the United States
Government to augment the Pacific squad-
ron is barred by no obstacle, and by this
time next year the American fleet on the West
coast will boast some of the finest vessels of
Uncle Sam's Navy. But it is not intended
that the squadron shall be concentrated at
the ports of California. San Francisco may
be the headquarters, but component parts
will be sent to the Philippines and China,
for according to a Washington despatch the
torpedo boat destroyers now stationed in
the Philippines will be transferred to
Japanese waters and constitute America's
representation in those waters. At the same
time, a new South China squadron will be
constituted. The Navy Department, we are
told, is now busy preparing for the organiza-
tion of this new squadron, which is to lie in
the South China and Philippine zones. It
is understood that this organization will
comprise some of the best vessels in the
Navy and will present a very formidable
fighting force in the Asiatic waters.
From that we may take it that Hongkong
will form the base for the South China
squadron and thus part of the loss which
the port sustained by the withdrawal of the
British battleships will be balanced by the
presence of the American squadron. Right
of course, the Japanese have been de-
fied that she also intends to guard her
interests in South China by the formation of a
squadron which is to be stationed at Hong-
kong. It is announced that the new squad-
ron is the outcome of the Franco-Japanese
Agreement, as the result of which the Japan-
ese hope to foster and develop a great
and flourishing trade with Indo-China.
The squadron will, according to the *Yokohama*, be in
addition to that which is at present stationed
at Shanghai, but whether that means the
Hongkong squadron will be of the same size
as that at Shanghai is not stated. The re-
presentatives of Japan's naval power at
Shanghai are two in number, the *Akitsu-
shima*, of 3,150 tons, and the *Fushimi* of 180
tons, which is scarcely entitled to the designa-
tion of a "squadron" according to British
ideas. But that notwithstanding, the fact
remains that Hongkong will, in a measure,
come into its own again, and the port justify
its reputation as a naval station, not merely
for Great Britain, but for our kinsmen of
America and our allies of Japan.

LOCAL AND GENERAL.

SHANGHAI has been declared an infected port.

A Peking dispatch states that there is every
prospect of Prince Pu Lun being chosen Heir-
Apparent, upon the arrival of Viceroy Yuan
Shih-kai and Chang Chih-tung in Peking.The German detachment, at Shanhaikuan, has
been entirely withdrawn and Viceroy Yuan
Shih-kai has deputed Tsoai Li Tin-shin, of
the Peking Military Secretariat, to take over
the place vacated.THE Russian gun-boat *Difdjit*, which has
been lying for months at the bottom of the
Western harbour of Port Arthur, has at last
been raised. The Russian vessel left for
Nagasaki last week, towed by the *Yorloma-
maru*.ACCO DING to later and reliable information
the damages at Hakodate are more serious
than was first anticipated. They are now es-
timated at \$2,000,000 yen. Fifteen thousand
houses are said to have been burnt, and sixty
thousand people left homeless.SERGEANT Lee, of No. 2 Police Station, last
Sunday arrested Shiu Shan, a ricksha coolie,
plying for hire without a driver's licence.
While the coolie was being interrogated at the
station a lukong searched the man and no less
than eleven counterfeit ten-cent pieces were
found on him. He was locked up on a charge of
being in unlawful possession of more than
three counterfeit coins. On Monday morning,
he was placed before Mr. C. A. D. Melbourne,
at the Police Court, to answer the charge.
The excuse accused gave was that he got them
from fares. The case was adjourned for further
evidence.THE U. S. Navy Department is contracting for
a supply of coal for the fleet, ordered to the
Pacific. The *Navy Journal* says that the lack
of dry-docks in the Orient is a peril for the
security of the fleet.RETURN of visitors to the City Hall Library
and Museum for the week ending the 1st
September, 1907—

	Library	Museum
Non-Chinese.....	365	143
Chinese.....	158	1,606
Total.....	523	1,749

SEVERAL of the more important shipbuilding
firms in England are preparing to tender
for the construction of two large steamers for
the P. and O. Company. These vessels are in
general design to resemble the *Medlan*, but
they will be somewhat bigger—probably 550
ft. in length. The tenders are for one vessel,
but two are to be built, it is understood.THE House of Commons has read for a second
time the Northern Nigeria railway bill. Mr.
Churchill stated that this formed part of a
policy of improving the communications by
land and sea across the British Empire. The
advantages of the railway were both adminis-
trative and strategical. Experts affirmed that
Northern Nigeria was an excellent sphere for
cotton cultivation.—*Reuter's*.THE *N. C. D. News* of 31st ult. says:—The
many friends of Mr. Albert E. Prebble, an old
resident of Shanghai, will regret to hear that he
died at the General Hospital yesterday at 7 p.m.,
after a brief illness. Mr. Prebble was for many
years connected with Messrs. Hall & Holz,
Weeks & Co., Lane, Crawford & Co., and
subsequently founded the Broadway Drapery.
More recently still he has done business as a
broker and commission agent.MESSRS. Wheelock & Co. write under date
Shanghai, 29th ult., on the "Coastwise" freight
market.—Although rates are still "rather" on
the coast there are signs of an improvement
settling in and by end of next month when the
new rice crop from the Yangtze River Ports
comes on the market the "liners" should find
themselves kept fairly busy, but it is impossible
as yet to say whether this will benefit "out-
siders" to any great extent.ACCORDING to Reuter, says a Tokyo despatch
of 30th ult., to the *N. C. D. News*, the suggest-
ed restriction to put on Japanese immigration
into Canada is discredited at Tokio, as the
reported arrangement, by which not more than
600 Japanese are allowed to enter Canada
yearly, never existed. The Boston Chamber of
Commerce has passed a resolution against dis-
crimination in the matter of the movements of
Japanese, as likely to evoke ill-feeling.Mrs. Amy Gillan, of 3, Duddell Street, made
her second visit to the Police Court, this
morning, to answer charges of disorderly
behaviour and using indecent and insulting
language. Mr. William Wolff, of the Naval
Yard, and his wife, Louisa Ada, who reside in
the same building as the defendant, were the
complainants. They were represented by Mr.
Andrew J. Jackson, of Messrs. Johnston, Stokes
and Master. Mr. F. X. d'Almada e Castro
appeared for the defence. A date was fixed
for the opening of the case.THE Currency Commission which was appoint-
ed to investigate the monetary situation of the
French possessions in the Far East has recently
met in Paris to hear the report of M. Arnaud,
Director of Money. The conclusions of the
report, which were unanimously adopted, in-
clude—(1) The maintenance of the monetary
standard in Indo-China; (2) the withdrawal
of the interdiction of the exportation of the
Indo-Chinese dollar; and (3) the reduction to
3 centimes of the difference between the
official price and the commercial price of the
Colonial dollar.HO TSAU, an unemployed Chinaman, was ar-
ranged in the Police Court, this morning,
to answer charges of larceny. According to
the indictments Ho was alleged to have stolen
between the 25th ultimo and the 1st instant one
roll of serge, four umbrellas and two pairs of
trousers, valued at \$3.50, the property of
Messrs. H. Cruz & Co. Several days ago Ho
was arrested for being in unlawful possession
of the above-mentioned goods. He was de-
tained, with the result that after careful in-
quiries had been made the police were enabled to
amend the charge yesterday. The case was
further adjourned.WHEN Lau Fung, a married woman, residing
at 5, Lo Lung Hang, Hungnam, returned
home last Sunday forenoon from the market,
after purchasing the day's provisions, she found
a man busily engaged in ransacking her room.Dropping her basket, she chased the intruder
through the back door, which was open, down
the alley and into the main road, where he was
captured by a lukong. The man, who gave the
name of Tse Loong, a coolie, residing in a
matchbox on the hillside, was then removed to
the Hungnam Police Station. On him were
found two pairs of bangles, which Lau Fung
recognised. On Monday morning, Sergeant
Watt charged the accused with housebreaking
and theft at the Police Court. Mr. Melbourne
sent him to gaol for three weeks, with four
hours' stocks.CHAN HEUNG, a fisherman, residing at Lapiau,
was charged at the Police Court, this morning,
with disturbing the peace last night, and
assaulting a lukong. He was convicted and
fined on each charge. The fisherman arrived
in the Colony yesterday and last evening he
started out, with what money he had saved,
to see the town. Arriving in Foo Kok Lane
he called at house No. 1, but was refused
admittance. This aroused Chan's temper and
he started to bring down the door. A passing
policeman was attracted by the noise. He
approached the excited fisherman and told him
to desist. The latter asked the policeman to
mind his own business. Chan continued to
bombard the door, regardless of all warnings.
There was nothing left for the officer to do
than to place him under arrest. This he did
eventually, after receiving a thrashing.

SANTARY BOARD.

THE ESTIMATES FOR NEXT YEAR.

The usual fortnightly meeting of the Sanitary
Board was held in the Board-room this after-
noon.THE BOARD'S RECOMMENDATIONS.
With reference to the draft Estimates for the
Sanitary Department for 1908, which were con-
sidered by the Board at its last meeting, the
following reply to the Board's recommendations
was received from the Colonial Secretary:—
Colonial Secretary's Office,
"16th August, 1907."Sir,—I am directed to acknowledge the re-
ceipt of your letter of the 7th instant, stating
that the Sanitary Board had agreed to adopt
the Estimates for the Sanitary Department for
the year 1908, subject to the item 'Inspector
of Markets (£195 to £230 by £5 annually)'
being deleted, and to acquaint you for the in-
formation of the Board that in deference to its
wishes the Government has no objection to
changing the destination to that of 'Inspector
of Cattle Depot and Slaughter House, Kow-
loon,' where an officer for this work is, in the
opinion of the Government, absolutely essen-
tial."I am to add that the question of alterations
in the constitution of the Sanitary Department
is receiving the consideration of Government,
and the fact that consequential changes in the
Estimates do not appear in the draft Estimates
for next year is due to the fact that a final
decision on this matter cannot be reached in
time for inclusion and will involve reference to
the Secretary of State.—I am, etc.,
"F. H. MAY,
Colonial Secretary."

THE PROPOSED STANDING ORDER.

On the question as to whether there should
be a Standing Order on the subject of mem-
bers voting on questions in which their pecuni-
ary interests might be involved, the following
reply from the Government was read:—
Colonial Secretary's Office,
"23rd August, 1907."Sir,—Referring to your letter No. 194 of
the 8th inst., and previous correspondence, I
am directed to state that the Acting Attorney-
General's advice was sought on the 12th July
last with regard to the proposed amendments
of the Standing Orders of the Board."Mr. Compertz desired time to consider the
point and was uncertain regarding it, and in
consequence this Government was unable to
place his opinion before the Board.
"The matter has now been referred to Mr.
Rees Davies, the Attorney-General, whose
opinion is as follows:"(1) The Statutory Power given to the Sanitary
Board limits its right to make Standing
Orders 'for regulating the procedure at its
meetings, and, in my opinion, Standing Orders
which seek to place a prohibition, as to the
right of voting would not come within the
purview of the Section and are *ultra vires*.
"(2) An amendment to the Public Health
and Buildings Ordinance, 1903, might be
effected by inserting after Section 24—*Sec-
tion 24—The members of the Board shall vote on
any question in which he is beneficially
interested.*"In view of this opinion this Government
withdraws the suggestion that the Board should
make the proposed amendments in their
Standing Orders, and will later consider (if it
should seem necessary) the advisability of
introducing a clause on the lines suggested in
the concluding paragraph of the Attorney-
General's opinion into an Ordinance embody-
ing other points in the Public Health and
Buildings Ordinance, 1903, which calls for
amendment."I am to add that His Excellency the
Governor is glad to observe that the member
of the Board whose remarks were the means of
preventing a resolution being taken, which
would, in the opinion of the Attorney-General,
have been *ultra vires*, endorsed the principle to
which it was suggested to give effect and
declared himself in sympathy with it.—I am,
etc.,
"F. H. MAY,
Colonial Secretary."

A QUESTION OF EXEMPTION.

The Secretary submitted to the Board the
reply of the Governor relative to an ex-
emption from the requirements of Section 175
of the Public Health and Buildings Ordinance,
1907, as amended by Ordinance No. 8 of 1907,
in respect of 191 to 231 Station Street North,
Mongkoktsui. The reply was in the following
terms:Colonial Secretary's Office,
"15th August, 1907."Sir,—Referring to your letter No. 199 of
the 3rd ult., I am directed to state that His
Excellency the Governor in Council is unable
to permit total exemption from the require-
ments of Section 175 of the Public Health and
Buildings Ordinance, 1903, as amended by
Ordinance No. 8 of 1907, in the case of the
houses Nos. 191 to 231 Station Street North,
Mongkoktsui."The Governor-in-Council has, however,
granted exemption from the requirements of
the Section on the condition that half the kit-
chen on the upper floors of each house is
converted into a verandah and that a window
is opened in each case from the living room on
the floor into the verandah.—I am, etc.,
"F. H. MAY,
Colonial Secretary."Mr. A. Shelton Hooper minutes: As Messrs.
J. D. Humphreys and Son hold certificates
mentioned in Section 2 of their letter of 11th
December, 1906, they can claim exemption in
accordance with Section 268 of the Public
Health and Buildings Ordinance, 1903.Mr. H. Humphreys minutes: That may be
so; but Messrs. John D. Humphreys and Son
are not anxious to go to the expense of testing
it in a court of law. The Board are not
obliged to take action and I fall to see how
they can very well do so, having recommended
the property for exemption on three separate
occasions.Mr. Lau Chu Pak minutes: The enforce-
ment of Section 175 is entirely left to the
discretion of the Board, who should withdraw the
notice.THE "TARTAR" STOWAWAY
CASE.

TRIAL OPENED.

The trial of the fourteen stowaways who
were found on board the C. P. R. liner *Tartar*
while on her last voyage to Vancouver and
who were brought back to Hongkong, arriving
here on the 23rd ult., together with the
ship's boatswain, three firemen and another
seaman, who were arrested for aiding and
abetting the stowaways, was opened before Mr.
F. A. Hazeland, this afternoon, at the Police
Court.Mr. H. G. C. Bailey, of Messrs. Johnson,
Stokes and Master, appeared for the prosecution.
Six of the stowaways were represented by Mr.
Edgar Davidson, of Messrs. Hastings and
Hastings. Mr. R. A. Harding defended three.
Mr. P. W. Goldring appeared for one; whilst
Mr. O. D. Thomson and Mr. H. K. Holmes
appeared for three of the aiders and abettors.

His Worship—You want to alter your plea?

Mr. Goldring—Yes, your Worship.

Mr. Davidson—I also want to alter my client's
plea. They pleaded guilty before.His Worship—On what grounds?—On the
ground that they did not understand the charge.
That is not sufficient, but I will consider the
application. (To Mr. Goldring) What are
your grounds for wishing to change your plea?—My client is only a boy, your Worship, only
sixteen years old.The case against one of the aiders and abet-
tors, who was not defended, was taken first.Mr. Bailey, addressing the Court, said that
since the Chinese Emigration Ordinance was
passed in Canada, the Canadian Pacific Rail-
way Company had been put to considerable
trouble and expense to prevent Chinese from
stowing away on board their ships. But in spite
of all this stowaways were still being found
concealed in their boats, with the crew's
assistance. In the event of Chinese landing in
Canada, Mr. Bailey said, the Company would
be fined \$5,000 gold per head and in addition
would have to pay the \$5,000 poll tax. In this case,
the Court was reminded, fourteen stowaways
were found on board the *Tartar*. Then again,
there was the inconvenience of disinfecting the
vessel at the other end, in case of disease. The
Tartar left Hongkong on 19th June and a search
was made prior to her leaving when four stow-
aways were found. On arrival at Yokohama, the
ship was again searched, not only by the ship's
officers, but by six Japanese policemen, and
not a man was found. On reaching Vancouver
the stowaways were found in the lower fore
peak, the coal bunkers and in the hold.Cheong Kong, one of the stowaways, was
then called to the witness-stand. He said that
he was a farmer. Some time in May last he
was brought down to Hongkong from the
interior by two men and taken to Yokohama.
There he was taken on board the *Tartar*.
Mr. Bailey—Explain how you got on board.Witness—I went aboard in a boat. Then I
was taken down to the hold.His Worship—Who supplied you with rice
during the voyage?

Witness—The defendant.

His Worship—Tell the defendant that I have
convicted him.The case against the other aiders and
abettors—part of the ship's crew—clients of
Mr. Thomson and Mr. Holmes, was then
called on.His Worship—What are you going to prove
in this case?Mr. Bailey—I am going to prove that the
first defendant—the boatswain—took four
men on board at Hongkong and fed them
until Yokohama was reached. I shall
prove in the second defendant's case that ten
stowaways were found in his bunker by the
Customs officials at Vancouver. In the case
of the third defendant—the ship's carpenter—
that he removed a panel from the side of the
hold and replaced it when the stowaways had
been concealed. I shall prove that the fourth
defendant is the partyman; that he had sole
charge of the keys to the pantry.Captain Davis, master of the *Tartar*, was
next examined. He had been captain of the
ship since 1905.By Mr. Bailey—On every voyage, captain, is
your ship searched?—Yes.On the 19th June before leaving Hongkong
did you cause the ship to be searched?—Yes.

Did you find any stowaways?—No.

Witness, proceeding, said that he arrived at
Vancouver on 1st July. Two days later the
Customs officers went aboard the vessel and
a search was made. All the crew was
mustered on deck. Fourteen stowaways
were found, three in the lower fore peak,
ten in No. 1 bunk and the other in a
hold. Here witness was handed a plan of the
Tartar to point out the places where the stow-
aways were found.Mr. Bailey—Captain, is it possible for stow-
aways to get on board your ship and conceal
themselves without the knowledge of the crew?
—No.Mr. Holmes—That is a question for your
Worship to ask.

His Worship—Yes.

Proceeding.

TSANG YAN SANG, a fitter, residing at 6, Kow-
loon City Road, was released on bail of \$500 at
the Police Court, this morning, to appear for
trial on Friday. Tsang was charged before Mr.
C. A. D. Melbourne, at the instance of Police-
man Council, with being a rogue and vagab-
ond, having no fixed place of abode, and so
means of subsistence. Long after the Han
Wong Theatre, at Kowloon City, had closed
last night, one of the actors, heard a noise
outside his room. On going to investigate he
found a man standing in the corridor. When
his presence became known the intruder
made an effort to leave the premises, but he
was seized and turned over to the police.Accused denied the charge. He had been
unemployed for some time, he admitted, he had
no money; but he had a home. His Worship
adjourned the case to allow accused to call his
witnesses.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

KEIR HARDIE'S PROGRESS.

LEAVES SHANGHAI FOR INDIA.

[From Our Own Correspondent.]

Shanghai, 3rd Sept.,
8.5 p.m.Mr. Keir Hardie, leader of the
Socialist wing of the Labour Party
in the House of Commons, passed
through en route to India.

SIR ROBERT HART

AGAIN BENT ON RETIRING.

INTENDS TO VISIT ENGLAND TO RECUPERATE.

[From Our Own Correspondent.]

Shanghai, 3rd Sept.,
9.5 p.m.It is circumstantially reported that
Sir Robert Hart, Inspector-General
of the Imperial Maritime Customs,
has finally decided to retire.Sir Robert has been suffering from
ill-health for some time, and intends
to proceed to England to recuperate.ALLEGED INFRINGEMENT OF
TRADE MARKS.

TEA MERCHANTS IN COURT.

Yeung Chik Sang, the master of the Fuk
Cheong tea hong, of 8, Chung Ching Lane,
appeared on remand before Mr. C. A. D. Mel-
bourne, at the Police Court, this afternoon, in
answer to three indictments, as follows:—(1)
That he on the 29th July, 1907, in December,
1906 and in January, 1907, did falsely apply or
cause to be falsely applied a certain mark to
certain packages of tea and bags for tea as
to receive purchasers; (2) That he did, on
the same dates and in the Colony apply
or cause to be applied a trade description
belonging to the complainant, to packages of
tea; and (3) On the dates mentioned above,
unlawfully did dispose of a quantity of tea to
which a forged trade-mark and trade descrip-
tion had been applied.

Mr. H. W. Looker, of Messrs. Deacon, Looker
and Deacon, prosecuted. Mr. R. A. Harding
appeared for the defence.

Evidence was called to show that the
"Peacock" trade-mark belonged to the com-
plainant firm, and was used solely for one
kind of tea—the "Man Yee" brand. As to 1,
who was formerly employed by the defendant
firm, spoke as to taking part in packing
for the defendant firm between 200 and 300
boxes of "Ma Yee" tea, bearing the com-
plainant's "Peacock" trade mark. The tea
exported by the defendant firm, he alleged,
was of an inferior quality and was sold for ten
and eleven taels per picul, while that of the
complainant firm could only be purchased for
between fourteen and fifteen taels per picul.
The case was further adjourned.

THE N. Y. K. steamer *Awa Maru*, arrived at
Nagasaki on the 17th ult. from London, via
Hongkong, in the course of her first voyage
after having stranded off the Yorkshire coast
in December last. She brought 1,250 tons of
shipbuilding material from England for the
Mitsui Bishi Dockyard and Engine Works,
at Yokohama. A passenger from England by
the *Awa Maru*, was arrested by the Naga-
saki Water Police on the arrival of the vessel
on a charge of having absconded with £600
belonging to his employer, Mr. Nakamura, of
London.

The Lord Chancellor and Lords Macnaghten,
James of Coleridge, Robertson, and Atkinson
delivered judgment in an appeal from a finding
of the Court of Appeal in a case involving the
question whether nine seamen of the steamship
Franklyn, who had refused to proceed in the
vessel to a Japanese port with co. during the
Russo-Japanese war, and had consequently
been imprisoned for desertion at Hongkong
and subjected to other injuries, were entitled
to recover for malicious prosecution, wages
and maintenance, and damages. The Court
of Appeal had held that they could so recover,
except so far as related to the claim for mal-
icious prosecution, and their Lordships now
upheld this finding by a majority, and dismis-
sed the appeal. The case has been before the
courts two years, and the facts are well known.

SHIPPING AND MAILS.

MAILS.

American (*Manchuria*) 4th inst., 3 p.m.English (*Della*) 5th inst., 6 a.m.German (*Golden*) 9th inst.German (*Prins Eitel Friedrich*) 10th inst.The P. & A. S. S. Co.'s s.s. *Nitomidis* has
arrived at Yokohama, and is due to arrive at
this port on 10th inst.The P. & A. S. S. Co.'s s.s. *Manchuria* has
sailed from Shanghai and is due to arrive at
this port on 4th inst., at 3 p.m.

Telegrams.

[Reprints.]

The Anglo-Russian Agreement.

London, 1st September.
The Anglo-Russian agreement has been signed in St. Petersburg; ratifications will be exchanged shortly, when the terms will be published.

Betting on the Legor.

Five to four on Wool Winder, 8 to 1 against Roi Herode.

The Situation in Morocco.

A panic reigns in Tangier. A special steamer conveys many families from the town to-day.
Many Europeans are sending their families from Algiers next week.

[N. C. D. News.]

Korea

JAPAN'S FUTURE POLICY OUTLINED.

Tokio, August 30.

At the Council of Elder Statesmen and Ministers to-day the future policy with regard to Korea was discussed. A Cabinet Council was subsequently held to consider details.
It is reported that Marquis Ito proposed a Japanese subsidy to Korea of the amount, it is said, of 2,500,000 yen for several years, and also that a loan for public works should be issued. Korea's financial independence was, for the present, impossible. Any thought of Zolverein between Japan and Korea was impracticable so long as Korea's Treasury depended largely upon the proceeds of Customs. Marquis Ito's suggestions were not opposed. Japan is preparing various laws touching the future of Korea. The surrender of Korea's extraterritoriality is desirable upon the condition of a stable Japanese jurisdiction being introduced; but the rumored American proposal to surrender extraterritoriality is premature.

A DISTINGUISHED VISITOR.

BRITISH M. R. IN HONGKONG.

The Honourable Ernest Amherst Villiers, senior Liberal member of Parliament for Brighton, England, arrived in Hongkong by the N. Y. K. s.s. *Yamato Maru* this morning. He is making a tour of the Far East and arrived from Australia via Manila en route for Japan. The Hon. Mr. Villiers is a son of the Reverend Charles Villiers, late rector of Croft, Yorkshire; his mother being a sister of the first Lord Amherst of Hackney. He married in 1898, Elaine Guest, the daughter of Lord Wimborne.
The Villiers family is one of the prominent ones in Great Britain. Villiers is the family name of the Earl of Clarendon. One of the Villiers family is A. D. C. to the King.

N. D. L. S.S. "GOEBEN."

The Imperial German Mail s.s. *Goeben* is due here on the 9th inst. on her maiden trip. Built by the Weser Company, Bremen, she belongs to the new *Paulsen* class, and has a capacity of about 9,700 tons, a length of 146 m., a breadth 17 m., and a depth of 11 m. On the trial trip, which proved exceedingly successful, she reached an average speed of 14 knots, her engines developing about 6,700 horse-power. The new steamer is beautifully fitted out, and calls forth general admiration. She can carry 107 first-class, 113 second-class, and 134 third-class passengers in roomy cabins for two to six persons, and by the full use of the room available a further 1,500 passengers between decks. All the rooms for cabin passengers are very spacious and excellently ventilated. They are situated on the upper half of the upper deck, so that, even in bad weather the windows may be kept open. The entire arrangements on board, which have been made bearing in mind the destination of the ship for tropical seas, are excellent. The general rooms are all tastefully and attractively furnished and fitted out.

A COOL THIEF.

A somewhat crude though sufficiently impudent attempt to rob a till in the Hongkong and Shanghai Bank was made last week by a Chinese, reports the N. C. D. *Review*. It appears that a Portuguese clerk was sent from the foreign department, where a shortage of silver obtained, to the Comptroller's department, with an order for \$500 in silver. The thief to whom the clerk applied had not the required sum in his tills and, in company with the clerk, he went to the strong-room for an additional supply. As soon as the thief had left the apartment a well-dressed Chinese who had evidently been watching his opportunity, slipped in through the wicket door, seated himself on the thief's stool, pocketed fifty dollars lying on the desk and then proceeded to examine the nearest till in which he discovered a roll of notes amounting to \$200. Evidently with an idea of disarming any suspicion which might be felt by the remaining eleven clerks who were seated in the apartment and were apparently oblivious of the irregular proceedings occurring beside them, the visitor calmly began to sort the roll of notes and transfer them singly to his pockets. While he was engaged at this lucrative pastime, a coolie employee of the Bank approached the desk to speak to the thief; the strange face almost caused him to withdraw, but the unusual activity of the pseudo-shroff convinced him that something was wrong and the alarm was given. After the money he had laid hands on had been extracted from the culprit's pockets, he was hailed off to the Central Police Station where he was charged with having stolen the sum of \$50. The accused refused to give any information concerning himself beyond the fact that he is a resident of Pootung.

CANTON DAY BY DAY.

ECHO OF THE MAGAZINE EXPLOSION.

[From Our Own Correspondent.]

Canton, 2nd September.

The President of the Luchuan (the Ministry of War), T'ieh Li ng, has memorialized the Throne, in reference to the explosion at the Wing Chun Powder Magazine, which happened at Canton a short time ago, that the punishment meted out to the officials in charge of the Ordnance department is considered to be too light, and that the Admiral and Commander-in-chief of the province of Kwangtung at the time should also receive some punishment as a warning to others, for neglect of duty.

FEMALE EDUCATION.

Yesterday a girls' school styled the Nam Keung Girls' College, was opened here. At the opening ceremony there was a very large attendance, and there were also present the Provincial Examiner, Ye, the two magistrates of Nankai and Panyu, and some other officials. After many speeches, the proceedings ended with a tea party.

ANTI-OPIMUM MOVEMENT.

It was learnt at the ordinary weekly meeting of the committee of the Central Anti-Opium Association that, up to the present, 4,239 opium smokers have been photographed at the Association's headquarters, and these smokers have all applied for anti-opium pills. Up to the end of last week, 124 opium smokers have been admitted into the Hospital in connection with the Association for treatment, and of this number, thirty-one have already recovered from the drug and have been discharged, while eleven other patients have died there from their sudden attempt to abandon the use of the drug absolutely.

It is reported that the Government Anti-Opium Regulations have been very strictly enforced in the prefectures of Kuangchow and Ngachow, where the police are interfering with those smokers who are not in possession of opium smoking licences, and where they have arrested several of them. Those who were arrested have been made to apply for licences, or otherwise they will not be released from prison. Those who have been found with opium smoking apparatus on their premises were also severely dealt with by the officials.

Owing to the step taken by the Central Government at the Capital, in regard to the prohibition of opium smoking, H. E. the Acting Viceroy has decided to permit to be opened, in each police circuit of the City, three opium smoking divans, where opium could be bought and smoked.

INDEMNITY PAYMENTS.

The Shan Hou Chu has submitted a report to H. E. the Acting Viceroy showing that from the eleventh moon last year to the fourth moon this year, a sum of Taels 1,437,771.959, has been transmitted to the Capital as Kwangtung province's share in the payment of the foreign indemnities, etc.

LIKIN COLLECTIONS.

The collection of likin dues received from the different likin stations throughout the province by the Canton Likin Bureau for the first half of the current year, amounts to Taels 44,179.00.

IRON WORKS.

The Viceroy of the Liang Hu, H. E. Chang Chih-lung, has telegraphed to H. E. the Acting Viceroy requesting that the amount of Taels 100,000 promised by the Canton-Hankow Railway Company be paid as a fourth of the capital of Taels 400,000 for the opening of an Iron Works for the supply of iron rails, bridges and other materials for use in the building of railroads throughout the Empire. The other three shares in the concern have been taken up by the provinces of Hupeh, Hunan and Szechuan.

MORRISON CENTENARY.

Yesterday the Consul-General for the United States of America at Canton sent invitations to the different leading Chinese officials to be present at the commemoration ceremony to be held in honour of the centenary of the late Robert Morrison.

THE WELL-TO-DO SERVANT.

ALLEGED LOANS TO EMPLOYER.

The curious case of a Chinese employee who was in a position to lend his employer a couple of thousand dollars was heard in the Summary Jurisdiction Court, before Mr. Justice Wise, to-day. The plaintiff was Chu Pui of 21 Queen's Road West, and the defendant, Cheu H. of 23 Gilman Street. The sum sued for was \$120.70, which was described as money lent.

Mr. O. D. Thomson, who represented the plaintiff, stated that the defendant, a Chinese female boarding house keeper, employed the plaintiff to accompany coolies from Hongkong to Singapore. Between 22nd February this year and 21st March he lost the defendant sums on various occasions amounting to about \$2,000 and there was a balance due altogether of \$430 principal and interest.

The plaintiff explained that for acting as escort to the coolies journeying to Singapore he received \$21 a voyage. His duty was to see that the coolies were duly laded at the southern port and handed over to the agents there. After detailing the amounts he had handed over to the mistress of the boarding-house, the defendant, he said that she still owed him \$380.50 as principal and \$40.20 as interest.

Questioned as to the rate of interest, the plaintiff only made confusion worse confounded. Mr. Holmes, for the defendant, rose to disentangle the knot.

The Court: There is no lady defendant present in Court. Is she dead?

Mr. Holmes: No, she's alive. She was in my office about a quarter of an hour ago. She's gone to get a witness.

Shortly afterwards the lady accompanied by a number of friends marched into Court. One of the principal witnesses in the case had not appeared and the case was adjourned till to-morrow.

THE PACIFIC TRADE.

GROWTH OF ORIENTAL FLUET.

Since the advent of trade relations between the Sound and the Orient in 1892, when the German steamship *Para-Nang* inaugurated a regular service, the Oriental fleet has grown rapidly, remarks a Seattle contemporary. Vessels of the largest and most modern type have been placed on the route. The number of sailing have increased from a monthly schedule until now there are from five to eight of these large liners leaving every month. The modern liners now on the route are all able to put the entire cargo of the vessels first operated on the route in any one batch and are capable of carrying about four times the amount taken by the vessels which first entered the Sound.

Fifteen years ago the old German steamship *Para-Nang* made the first trip to the Sound from the Orient on a regular schedule. The *Para-Nang* arrived at Tacoma in June, 1892, and was met at the dock by practically all the population of the town. Speeches were made by the mayor and other officials welcoming the vessel and its officers. Banquets were held and the merrymaking lasted through a day and night.

Trade developed to such an extent that the Northern Pacific, to which company the *Para-Nang* was chartered, increased the fleet and added the steamships *Tucuma*, *Victoria* and *Olympia*. These vessels were operated on the route for several years, but it was not long before it was necessary to add more and larger vessels to the route. About this time the China Mutual Steam Navigation Company entered the field and placed a large number of vessels on the run, among which were the *Ping Suey*, *Oopack*, *Chingyoo*, *Tseng-ti*, *Pak Ling*, *Kuntuck* and *Kainow*.

With these vessels in the field the *Olympia*, *Tacoma* and *Victoria* were withdrawn and placed in the coastwise trade. Shortly after the withdrawal of these vessels, the Nippon Yusen Kaisha entered the field operating between Seattle and the Orient giving a fortnightly service out of Seattle.

Trade relations continued to grow and the Great Northern Steamship Company placed the *Dakota* and *Minnesota*, then the two largest freighters afloat, in the Oriental trade, with Seattle as a terminus. The Holt line, owners of the China Mutual line, could not handle the freight offering with the vessels they had on the route and built several new ships especially for this trade, running from Liverpool to the Orient and Puget Sound.

The vessels were completed a little over a year ago and one by one the China Mutual liners were replaced by these larger modern freighters. Even with the large ships in the trade, during the past few years a large number of tramp vessels have found good profits in carrying freight from here to the Orient.

During the past two years North China ports and Siberia have demanded great amounts of foodstuffs from the Sound. At first tramp freighters were fixed to carry supplies to those points, but the demand has increased to such an extent that a regular line is now being operated there from the Sound, sailing on a fortnightly schedule.

The announcement of President Earling, of the Milwaukee road, that that company has entered into a trade agreement with the Osaka Soshen Kaisha will see the addition of another fleet of large Oriental freight and passenger vessels. The Osaka Soshen Kaisha, while it is little known in Seattle, is a well-established line operating in the Japanese coastwise trade and also sailing a number of tramp freighters to various parts of the world. Lloyd's directory gives this company twenty-three vessels, with a speed of twelve knots or over, besides listing a number of smaller steamers. The average tonnage of the Osaka Soshen Kaisha's sea fleet is about 3,000 gross.

THE SPY SCARE.

STRANGE PROCEEDINGS IN TOKYO.

A Tokyo dispatch states that Mr. Urakami Tamakichi, Army Lieutenant on the reserve list, was summoned on Tuesday morning by the Tokyo Gendarmerie Office, and was examined for two hours. He was ordered to proceed to the Procurator's Office in the Tokyo Court on the following day. It is stated that during the war he was attached with the headquarters of the Osaka Army Division at the front as an aide de camp to the Commander. In recognition of his services, he has been decorated with the sixth class of the Order of the Rising Sun and the 5th class of the Order of the Golden Kite. He was constantly visiting a Russian army officer at the Chuo Hotel in Tokyo, and was giving information to him on the Japanese Army Regulations for training soldiers, receiving ¥10 in return for the service. After the murder of the man Mayeda, who was regarded as a Russian spy, Lieutenant Urakami disappeared from Tokyo, and the gendarmerie authorities had been searching for him. He had been for a trip to Katase, and on his return on Monday evening was apprehended.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 3rd at 12.05 p.m.—The barometer has risen slightly on the S. coast of China, and in Japan.

The existence of a low pressure area over the Pacific to the N.E. of Luzon, is still indicated.

Pressure is high over Central China and E. Japan.

Fresh to strong N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Strongest coast of China between Hongkong and Lamook, same as No. 1.

South coast of China between Hongkong and Hainan, same as No. 1.

Forecast:—

1.—Hongkong and neighbourhood, E. to N.E. winds, fresh; squally, showery.

2.—Formosa Channel, N.E. winds, fresh; fair.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE REPAIRS TO THE "MANCHURIA."

DETAILS OF THE WORK.

The Pacific Mail Company's steamship *Manchuria*, which was scheduled to sail for the Orient from San Francisco on August 8th, left the Union Iron Works on the 29th ultimo. The *Manchuria* has been in the dry dock for the last six months undergoing repairs which are considered to be the largest contract of the kind undertaken in the United States.

The *Manchuria* is a high-class twin-screw passenger steamer, one of the finest vessels plying the Pacific, and a sister-ship of the *Mongolia*. She is 600 feet in length, has a beam of sixty-five feet and draws forty-two feet six inches.

She ran ashore on the island of Oahu about fifteen miles from Honolulu, on August 20th last. When floated off the reef she was found to be badly damaged. She made her way slowly under her own steam to San Francisco, her propellers having been badly twisted and broken, leaving only one blade each, and her bottom having been torn by the coral. During her stay in the dry dock, 257 shell plates, twenty-two keel plates, 355 frame angle bars, 366 floor plates and 609 intercostal plates had to be removed and renewed. This meant that practically the entire bottom of the ship had to be taken out.

To properly shore the ship in her weakened condition it was necessary to use about 1500 shores, each 12 x 12 inches. She went into dry dock on December 16th last, and came out on the morning of July 4th. During that time fully 700 mechanics were employed on the job in the shipyard. The entire cost will reach about \$750,000 (gold).

Before she took to the water every tank in her double bottom, about twenty-four in all, was tested on the dry dock by being filled with water under a head of thirty-three feet, and made absolutely water-tight with that pressure. Her seven deep tanks underwent the same test.

To enable the Union Iron Works to handle the job properly it was necessary to install a plant at Hunter's Point dry dock, which included the following features: Five air compressors with a combined capacity to run 150 air tools; these were erected on foundations in a building erected for the purpose, adjoining the power station belonging to the dry dock company; a main line of steam pipe with branches controlled by valves was required for each compressor; a main five-inch air supply line with branches controlled by separate valve from each compressor, and also branches to each air receiver installed in connection with the plant.

Besides these things, were an office building for the accommodation of time keepers and officials of the Union Iron Works and the underwriters, independent telephone line between the Union Iron Works and the dry dock, two local grinding stations, tool room, especially built for the occasion; an air tool repairing station; a blacksmith shop, a plate flanging and straightening station, a special steam line from dock boilers to winches and dynamos on board ship, 3,000 feet of standard gauge railroad track, plate racks for sorting and storing material, and an electric light system in the ship's hold and under the ship's bottom. It also required a stern wheel steamer for the transportation of the men employed and a tugboat to transport men and material and towing barges loaded with material. A gasoline launch also made regular trips, assisting in transporting employees morning and evenings and doing other work the rest of the day. Additional tugs were also employed, as occasion required.

THE GRAND EXHIBITION OF JAPAN.

OFFICIAL INVITATION TO FOREIGN GOVERNMENTS.

According to the *Japan Chronicle*, the coming Tokyo Exhibition is designated with different names in foreign papers, some describing it as an International Exhibition and others as the Great Exhibition. The Exhibition Bureau has decided to opt as the English name the title "Grand Exhibition of Japan," equivalent to "Nihon Dai Hakurankai." Invitations have been issued to the Treaty Powers asking for support for the exhibition. It is explained that the exhibition will be held in Tokyo, and will remain open from April 1st to October 30th, 1912. It will be conducted by the Government, and is intended to be the largest exhibition ever seen in Japan, including exhibits of all produce, manufacture and works, which represent the development of the industry and civilization, and the resources of wealth of the Empire. It is also hoped to collect foreign produce and manufactures by inviting the support of foreign Government and private concerns and individuals. The cost of the exhibition, to be defrayed out of the State Treasury is estimated at ¥100,000,000, in addition to proportionate expenditure to be defrayed from the local treasuries of various Prefectures, and the new Japanese dominions abroad. The Government earnestly hopes that foreign Governments will voluntarily support the exhibition and urge the people of their respective countries to send exhibits as freely as practicable. For the display of educational, scientific, industrial and electric works and machinery from foreign exhibitors, three special buildings built by the Government will be placed at the disposal of exhibitors. The Government further hopes that foreign Governments will erect their own buildings to represent the structures peculiar to their respective countries. Foreign Governments or private concerns or individuals are also invited to erect buildings for the display of general produce and manufactures. For the construction of such buildings, space will be given free of charge, and all necessary assistance and facilities will be afforded for the importation of the materials required for the works, etc.

To-day's Advertisement.

OREGON PINE.

FOR SALE, SECONDHAND OREGON PINE, from 40 feet to 60 feet long by 12 inches to 15 inches square.

Apply—
FUNCHARD, LOWTHER & Co.,
H.M. Naval Yard Extension,
Hongkong.
Hongkong, 3rd September, 1907. [801]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.
Hongkong, 3rd September, 1907. [800]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 5th instant, will be landed at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd September, 1907. [798]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, on FRIDAY, the 6th inst., at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd September, 1907. [799]

HARBOUR RACE.

Entries for the swimming race across the harbour close on Thursday next, the 5th instant. Up to the present the following have entered:—Private Regd (Middlesex Regiment), T. Slade (Quarry Bay), A. R. Ellis (V.R.C.), Gunners Andrew and Vernon (Royal Garrison Artillery) and J. Howell (H.M.S. *Bellmouth*), whilst several others have signified their intention of competing.

The starting point will be at the Police Pier, Kowloon, and the race will finish at the Praya between Murray Pier and the V.R.C. Start at 3 p.m. sharp, on the 14th inst.

The distance is about 100 yards less than last year's course, i.e., approximately 1,500 yards as against 1,750 yards, from the Police Pier to Blake Pier.

THE CHINA COTTON EXPORTERS' GUILD.

The formation of the China Cotton Exporters' Guild is an interesting event in the development of trade between China and Japan. The Guild, which consists of merchants exporting their cotton to Japan, and apparently chiefly of Japanese nationality, has been established, to quote its opening provisions, "to promote the common interests of the cotton exporters who ship their cargo to Japan while doing its best in driving the inferior cotton containing much water out of the market." For this purpose a testing house, in accordance with the provisions approved by the Japan Cotton Spinners' Association, is established at Shanghai in connection with the Guild; at which all raw cotton, as well as secondary, members of the latter are bound to have their raw cotton tested, when they export it to Japan. The rules of the organization are carefully and comprehensively drawn up, and a guarantee fund is exacted in advance of Shanghai Tls. 500 for each regular member, and Shanghai Tls. 200 for each secondary member. At the first general meeting the following officers were elected:—Chairman, Mr. M. Fujie (Mitsui); Committee, Messrs. K. Ogasawara (Mitsui), T. Handa (Hauwa), S. Miyamoto (Naigai), G. Okada (Tata & Co.); Manager, M. J. Yamashita (Yeiho & Co.).

COMMERCIAL.

TO-DAY'S EXCHANGES.

Selling.	
London—Bank T.T.	2/2
Do. demand	3/2 11/16
Do. 4 months' sight	2/3
France—Bank T.T.	2/7
America—Bank T.T.	54
Germany—Bank T.T.	2/27
India T.T.	160
Do. demand	160 1/2
Shanghai—Bank T.T.	73
Singapore T.T.	51 1/2 prem
Japan—Bank T.T.	108 1/2
Java—Bank T.T.	133 1/2
Buying.	
1 month's sight L/C	2/5 5/16
6 months' sight L/C	2/2 9/16
10 days' sight San Francisco & New York	55
4 months' sight do.	55 1/2
30 days' sight Sydney and Melbourne	2/3 9/16
4 months' sight France	2/8 1/2
6 months' sight do.	2/8 1/2
4 months' sight Germany	2/3 1/2
Bar Silver	37 9/16
Bank of England rate	2/4 1/2
Bank of France	2/4 1/2
Seven days' sight	2/4 1/2

Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907.

[53]

TO COUNTERACT THE
ENERVATING EFFECT OF THE
HOT WEATHER.
DRINK

"TANSAN"

Bottled at the Takaradaka Spring, Japan.

Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Languor and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

MEN who use it testify to its excellence.

ALL SHOULD DRINK IT.



IT IS STILL THE BEST

NATURAL MINERAL
WATER IN THE
WORLD.

BEWARE of Spurious Imitations and see that you get your "TANSAN" from the SOLE AGENTS.

"TANSAN GINGER ALE"

Acknowledged to be the best on the market, see that the label bears the name of J. CLIFFORD WILKINSON, without which none is genuine.

Can always be obtained at all the CLUBS, HOTELS and STORES.

H. PRICE & Co., Ltd.,

SOLE AGENTS,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 27th August 1907.

[54]

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 1 year ending 30.6.07 @ ex 2/2 3/16 - \$16.04	4 1/2 %	\$647 1/2 sales ex \$505 b. n. issue London 27 ex d. ex new issue London 26.10.10 n. issue first call \$51
National Bank of China, Limited	10,025	£7	£6	£12,735	\$71,213	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000	\$73,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	£110,000	Tls. 185,529	Interim of 7/5 for account 1906 @ ex 2/10 12 16 per cent.	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	100	\$3,000,000	\$1,460,400	Final of \$12 making \$12 for 1905 and Interim of 13 1/2 for 1906	5 1/2 %	\$770
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$461,467	1 1/2 for year ending 31.12.5	7 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$320,449	\$362,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,235,483	\$435,236	\$40 for 1905	12 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$26,652	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$550,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Deferred)	10,000	£5	£5	£60,000	£3,604	5/- for 1906 @ ex 2 1/2 = 5.14 per share	3 1/2 %	\$39 buyers \$20 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	11 1/2 %	Tls. 47 1/2 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,871	£72,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	10 1/2 %	Tls. 47 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$2,057	1137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$20 sn. and b. \$12
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 62,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 %	Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	none	\$13 for 1907	...	\$21
Yamk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year end ng 31.8.06	4 1/2 %	Tls. 50 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.30
Yamk Australian Gold Mining Company, Limited	10,000	£1	£1	£4,873	£11,358	No. 12 of 1/- = 48 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$100,000	\$3,047	Interim of \$2 for six months ending June 30th 07	6 1/2 %	\$65 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$491,580	\$4 for 1st half-year end ng June 30th, 1907	8 %	\$102 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 80 sales
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 221
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$300,000	\$10,908	\$1 1/2 for year ending 30.6.07	9 1/2 %	\$24
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$2,178	\$1.80 for year ending 30.6.07	12 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$147,073	\$371	\$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$500,000	\$16,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$98 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,326	\$11,567	80 cents for 1906	7 1/2 %	\$104 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	none	\$1,080	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 860,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 170,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sellers
Hongkong Cotton-Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	Tls. 45,939	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 52 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 25,217	Tls. 50,063	Tls. 50 for 1906	16 1/2 %	Tls. 305 sellers
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	\$653	\$3 for 1905	...	\$20 sellers
China Flour Mill Co., Limited	10,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$6 buyers
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	\$25,000	66 cents for year ended 23.2.05	...	16 sn. and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$115,000	\$25,555	80 cents for 1906	9 %	\$9
Green Island Cement Company, Limited	400,000	\$10	\$10	\$511,000	\$10,804	\$1.30 for year ending 31.7.1906	8 1/2 %	\$10 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$15,022	Interim of 50 cents per share for a/c 1907	9 1/2 %	\$107 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	\$4 1/2 for year ending 28.2.07	11 %	\$22 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	11 per share for year ending 28.2.07	7 1/2 %	\$14 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$105,000	\$4,212	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$24 1/2
Manchappi lot Mijne, Bosch en Landbouwen-plotte in Lungkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	Tls. 27,603	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 315 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$2,655	\$1 per sh. or period fr. 19th Oct. to 30th Apr. '07	8 1/2 %	\$11 1/2 buyers
Philippine Company, Limited	97,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 110
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 30 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	13 1/2 %	Tls. 75 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907	...	Tls. 310 buyers
South China Morning Post, Limited	7,000	£20	£20	none	£41,934	Interim of 11/3 for account 1907	...	Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	1214	None	...	\$6 1/2
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000	\$349	First year	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$33,000	\$1,365	80 cents on 9,900 ord. shares and 1.8. on 100 Founders share for y. end. 31.5.07	8 %	\$10
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 %	\$11 1/2 sellers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	Final of 3 1/2 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, YAHN, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE," Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY the 17th September, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:—
S.S. AUSTRALIAN 1st Oct.
S.S. NERA 15th Oct.
S.S. YARRA 19th Oct.
S.S. ERNEST SIMONS 26th Nov.
S.S. TONKIN 26th Nov.
G. DE CHAMPEAUX, Agent.
Hongkong, 3rd September, 1907. [10]

FOR VLADIVOSTOK.

The Steamship "VINE BRANCH," will be despatched as above on or about 10th September.
For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 3rd August, 1907. [17]

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

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FOR

REQUISITES.

KASTMAN'S

KODAKS, FILMS,

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ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

The Whisky of Great Age

DEWAR'S

IMPERIAL

Sole Agents: BUMANN & BERBLINGER.